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HONGKONG OFFICE: 10A, DES VERT ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, AUGUST 15TH, 1910.

Those who have closely followed the history of the negotiations with regard to the gradual diminution of the import of Indian opium into China will recollect that an undertaking was given by the Indian Government for the reduction of the export of opium to China by one-tenth part every year, starting in 1908. In view of the doubt which then prevailed respecting the ability of China to implement the promises she made to annually reduce the cultivation of native-grown opium, it was provided in the undertaking which the British Government gave to China that after three years the position should be reviewed, and if it were found that there had been no corresponding reduction in the production of native-grown opium, it would then be open to the British Government to consider whether any further reduction in the export of opium from India should be made. The time has now arrived for the consideration of this matter, and we note that in giving in the House of Commons a fortnight ago an outline of the Indian Budget the Under Secretary of State made reference to this question. China, he said, claimed that she had reduced her production by "more than three-tenths." "There is no absolute proof," Mr. Montagu added, "but there is no reason to doubt it," and therefore the Indian Government, while waiting the production of statistical proofs, has offered China an

extension of the agreement for another three years on the understanding that at the expiry of this second period the position will be reviewed in the light of the statistics which it is hoped will then have been obtained. At the Conference on the Opium Question held at Shanghai it was officially admitted that China could supply no satisfactory statistical proof of what had been accomplished, and we are inclined to think that the same admission will have to be made again in 1913 if proof is then demanded from the Chinese Government. Towards the end of last year it was suggested by Sir JOHN JORDAN that two members of the Indian Service should be appointed to make a tour of investigation in the opium growing districts of China and report upon the subject. That inquiry has now been set on foot under the competent direction of Sir ALEXANDER HOSIE, whose extensive travels in China has given him an acquaintance with the country which peculiarly fits him for the task. It is on the results of this inquiry that the Indian Government must perforce chiefly rely, though we think it will be generally agreed that the accounts which have been forthcoming from travellers in all parts of the Empire during the past three years preclude the entertainment of any doubt regarding China's claim that she has reduced her cultivation by three-tenths. It seems a modest computation, for we have been accustomed to statements by Chinese officials that the cultivation of opium has been "practically suppressed." Possibly the Chinese Government, not being in a position to furnish reliable statistics, considered that it could justly claim to have reduced native production at least to an extent corresponding to the proportion by which the export of opium from India has been reduced. It is interesting to learn from Mr. MONTAGU's statement in Parliament that, contrary to many published statements on the subject, China has not suggested any reduction of the period of ten years which she originally proposed for the extinction of the trade. Mr. MONTAGU's remarks on this point clearly announce that the Indian Government would be extremely reluctant to entertain any proposal for the shortening of the period, because any alteration, he explained, would involve serious administrative and financial considerations, and possibly put an intolerable strain upon the temper of the Indian taxpayers and cultivators of poppy and upon relations with Native States. Though little is heard on the subject, we imagine that the Chinese Government also is finding that over-hasty action involves in the opium-growing provinces "administrative and financial considerations" of a far more serious character than the advocates of immediate suppression stopped to contemplate. What purpose the further Conference at The Hague in November is intended to serve, we do not know, but the main consideration which prompted the proposals seems to have been the shortening of the period for the extinction of the trade in opium. To this the British Government is clearly opposed, and the Under Secretary of State for India has publicly intimated that the Government cannot agree to a discussion of our diplomatic relations with China. If the Conference takes place its deliberations are therefore likely to be concerned chiefly with the exportation of morphine and cocaine to China—a subject on which the British Government seems desirous of learning the views of the Powers concerned.

Recent investigation discloses that there are two British, eighteen American and seven Chinese physicians practising in Korea.

H.M.S. Astron arrived in port on Saturday from the North. She is dying her paying-off pennant.

The name of Mr. Bartel Skon, has been added to the register of chemists and druggists in the Colony.

The seven men suspected of being Colowan pirates again appeared before Mr. E. B. Hallifax at the Magistracy on Saturday and were remanded.

The owner of the steam launch Bailey was on Saturday at the Magistracy fined \$10 for having failed to exhibit the licence in a conspicuous part of the cabin.

A Peking telegram says that, since his return to Peking from Europe, Prince Tsai Tso has urged the removal of the queen. There is, however, much opposition to the suggestion.

An American visitor was summoned on Saturday by an Indian watchman at the Hongkong Hotel for assault. His Worship did not believe the story told by the complainant and dismissed the case.

His Excellency the Officer Administering the Government-in-Council has been pleased to direct that a book or books, to be entitled the Copyright-Register, shall be kept by the Registrar-General in his office.

The coxswain of the steam launch Sybil, which is used by the health officer of the port was at the Magistracy on Saturday fined \$5 for having failed to exhibit light at 4.30 in the morning.

For the purpose of laying out the area in terraces for future interments an order is to be made on January 29th, 1911, by the Governor, directing the removal of all graves in Section A of the Ma Tau Wai cemetery.

Amended regulations made by the Officer Administering the Government-in-Council by which buns are included in case of rules, while the conditions of a licence to store buns are also set out in detail, are published in the Gazette.

At the Magistracy on Saturday a Chinese was charged with having on the 30th December last falsely represented himself as having a share in two houses in Wanchai, on the strength of which he obtained a loan for \$1,000. The hearing was adjourned for a week.

The Marine Magistrate (Hon. Commander Basil Taylor, R.N.) on Saturday heard the complaint of the master of the s.s. Ciesie against Timothy Murphy and George Robertson, two seamen, for deserting from the ship on Thursday. The defendants were found guilty and sentenced to three weeks' hard labour.

A sequel to the explosion of dynamite in Kobo Harbour last April is a suit brought by the Kobo Gas Company against Messrs. C. Nickel & Co., Ltd., Kobo, claiming from the latter the sum of Y13,697.38, compensation for damage in which plaintiffs were involved as a result of the explosion. The suit is now occupying the Kobo Court.

The Governor of Hunan has reported to the Throne that, in consequence of the Changsha riots, the people are brought to a destitute pass, and unless a large fund be raised to initiate some industry to provide work as a measure of relief, trouble cannot be averted. The Ministry of Finance has directed that the indemnity of Y1,800,000 shall be borrowed from the banks, but repaid by the Hunan province, without responsibility to the Ministry.

A week-old N.Y.K. steamer brought from Vladivostok to Kobo nineteen horses and thirty-one dogs, to be used in the South Polar Expedition, under Commander Scott. Mr. Bruce, until recently Chief Officer on board the P. & O. Oriental, and Mr. Mearns, who has been a member of several expeditions into the interior of China, are also in Kobo en route to New Zealand to join Commander Scott. The horses and dogs (which are being looked after by three Russians) are to be taken to Australia by the N.D.L. steamer Prinz Waldemar, now in port.

Baron Shigeno Kiyotake, a young man of 23, has just left Kobo for France for the study of aviation, for which purpose he is sacrificing all his property. This gentleman is the eldest son of the late Lieutenant-General Baron Shigeno, and has taken great interest in the study of balloons and airships from childhood. He at first decided to devote his life to military service, and entered the Junior Military College, but was forced to give up his ambition through ill-health. In 1906 he entered the Tokyo Imperial Academy of Music and completed the whole course last year. He is said to have studied music in order to be able to earn his own living in the event of his funds being exhausted before he has succeeded in finding or completing a perfect and practical airship. A younger brother of the Baron is studying in America.

Messrs. Ellis & Ellis of Hongkong in their latest weekly Rubber Share Circular state:—The continued heavy fall in the price of the raw material, quoted at 8/9 per lb. last week, to 7/9 for Para and 6/9 for Plantation Rubber on 10th instant, absolutely paralyzed business in the share market and quotations dropped in sympathy. The further fall in prices was arrested yesterday when inquiries from London for sterling stocks sent quotations up several points from the lowest rates touched earlier in the week. The rise of Para rubber to 8/10 per lb. to-day further helped to stiffen sterling-quoted shares, and the market closes with a decidedly firmer tone. Business during the week, however, was restricted to the low-priced stocks, several transactions having taken place at current quotations. The downward slide of Singapore-dollar stocks continues unchecked, and generally speaking, they have reached a level so as to become temptingly profitable investments. The remark applies, of course, to the companies already producing rubber, but not to those that have only recently emerged from the embryonic stage.

CATS AND PLAGUE PREVENTION.

PROPOSED "GRANT IN AID" IN KOBE.

It will be remembered, says the Japan Chronicle, that on the occasion of the visit to Japan of the late Dr. Koch, the eminent bacteriologist was asked his opinion as to the best means to be adopted for the prevention of plague. Dr. Koch recommended the keeping of cats as an excellent means of destroying rats. At a meeting on Wednesday (3rd instant) of the Kobo Municipal Council a scheme was adopted for encouraging the citizens of Kobo to keep cats in their houses for the destruction of rats. This scheme, together with other measures, is to be considered at a meeting of the Municipal Assembly to-day, the 5th instant.

It is proposed to grant a sum not exceeding 50 sen for each cat which has increased 4 oz. in weight since its birth. It is estimated that the scheme will involve an annual expenditure of Y5,500. The number of cats in Kobo entitled to the grant so far is estimated at 10,560, and the total amount of money to be granted on their account is estimated at Y5,260, in addition to which there is an item of Y5,000 for carrying the scheme into operation. The vote of this amount will be asked as a supplement to the municipal expenditure for this year, and it is proposed to draw the money from the surplus of revenue for last year.

It may be noted that an annual tax of Y2 is imposed on each dog in Kobo, and as many dogs are quite as useful as cats in catching rats and other vermin, it would seem that dog-owners will have a grievance against the preference given to cat-owners.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinances, 1894.]

[ROUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## NEWFOUNDLAND FISHERIES DISPUTE.

LONDON, August 12th.

It is reported from The Hague that the arguments in the arbitration proceedings concerning the Anglo-American Newfoundland fisheries dispute, which have been in progress since June 6th, have concluded, and that judgment is expected on September 1st.

## REFORMS IN PERSIA.

LONDON, August 12th.

Router's correspondent at Teheran telegraphs that the Cabinet is proposing the employment of foreign advisers, and suggests that Frenchmen should be attached to the Department of the Interior, Italians to the Genarmierie and Egyptians to the Department of Justice.

## THE BRITISH MILITARY SENSATION.

LONDON, August 13th.

Lieutenant Sutor, R.G.A., who was arrested for publishing a pamphlet entitled "Army System, or why we muddle through millions during peace," has been released from close arrest.

The pamphlet, which is selling freely, is in great demand.

## AVIATION RECORD.

LONDON, August 13th.

Mr. Drexel attained an altitude of 6,750 feet at the Lanark Aviation Meeting. This is an official world's record.

## DEATH OF AN AMERICAN PHILANTHROPIST.

LONDON, August 13th.

The New York philanthropist, Mr. Robert Treat Paine, who was the president of the American Peace Society, is dead.

## BRITISH CRUISER ERSTRANDED.

LONDON, August 13th.

The British cruiser "Duke of Edinburgh" stranded during fog on a ledge off Stort Hermes on the Isle of Wight.

Her position is considered dangerous.

[The Duke of Edinburgh is an armoured cruiser of 13,550 tons and possessing a speed of 23 knots. The only other ship of this class is the Black Prince.]

## DEATH OF EARL SPENCER.

LONDON, August 13th.

Earl Spencer is dead.

[Earl Spencer, who was born in 1835, was Groom-in-Store to the Prince Consort from 1859 to 1861, and subsequently to the Prince of Wales. He was Viscount of Ireland on two occasions, the first being from 1869 to 1874, and the second from 1882 to 1885. He successively filled the offices of President of Council and First Lord of Admiralty, while he was also the keeper of the Privy Seal of the Duke of Cornwall and was Chancellor of Victoria University.]

S. M. S. "LEIPZIG."

Great interest, says the N.C. Daily News, was taken in the arrival of the German third-class cruiser Leipzig, when she took up her moorings almost opposite the Customs House on Saturday morning, the 6th inst., as she is one of the fastest, if not the fastest vessel, seen up the river. The Leipzig has a speed of twenty-three knots. Compared with vessels of the same class of other nations, this is high, and indicates the value that is now being attached to speed. Her displacement is 3,200 tons, and her draught is only 16.4 ft., another important factor in the construction of men-of-war. She is really a modern vessel for she was laid down in 1905 and launched in the following year, her cost and tonnage being \$254,500. Some comparisons may be interesting. The Astrak, also a third-class cruiser, has a displacement of 4,360 tons, and a draught of 19 ft., with a speed of but 19.75 knots. The Flora, a sister ship to the Astrak, has a slightly diminished speed, viz., 19.5 knots. In point of speed the Leipzig is exceeded by H. M. S. Minotaur, 23.01 knots, and H. M. S. King Alfred, 23.46 knots, but these vessels have not ventured up river.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinances, 1894.]

[("DAILY PRESS" EXCLUSIVE SERVICE.)]

## THE SERIOUS FLOODS AT TOKYO.

TOKYO, August 14th.

A quarter of Tokyo has been devastated by floods and the city is now threatened with famine.

Throughout Saturday a rainstorm prevailed, and this has immeasurably increased the suffering of the people. An insufficiency of boats renders aid most difficult, and the starving people are now seeking refuge on the roofs of temples.

To-day the waters have increased, and spinning and other mills have been severely damaged.

## MINISTERIAL CHANGES AT PEKING.

PEKING, August 14th.

Hsu Shih Chang, President of the Yuchuanpu (Board of Communications) has been granted five days' leave.

This is believed to presage his retirement in order to avoid an awkward situation due to the increasing opposition of the gentry with regard to the Hukuang railway loan.

Sheng Kung Poo has arrived from Shanghai, apparently to resume the Vice-Presidency from which he was suspended in 1908 and probably to succeed Hsu Shih Chang.

[It will be noticed below that a telegram to our Chinese contemporary mentions a rumour that Hsu Shih Chang is to be appointed Viceroy of Canton.]

[FROM THE "CHUNG NGOI SAN PO."]

## IMPERIAL CHINESE CUSTOMS.

PEKING, August 14th.

The Grand Council proposes to send Liang Tzu Yen, late president of the Board of Foreign Affairs, abroad to discuss with foreign Powers the question of increasing the Customs duties.

## OPIUM CONFERENCE AT THE H GUE.

PEKING, August 14th.

Tong Kwok On will be appointed Chinese representative at the forthcoming Opium Conference at The Hague.

## THE VICEROYALTY OF CANTON.

PEKING, August 14th.

It is reported that Hsu Shih Chang, President of the Board of Communications, will be appointed Viceroy of Canton on the arrival at Peking of Sheng Kung Po, who is to succeed Hsu Shih Chang as Acting President.

## CHINESE STUDENTS FOR AMERICA.

PEKING, August 14th.

The latest batch of students selected to be placed in colleges in America will leave Hankow on the 16th instant.

## HONGKONG SANITARY BOARD.

The orders of the day at to-morrow's meeting of the Hongkong Sanitary Board include:—Reply from Government relative to a modification of the requirements of Section 188 of the Public Health and Buildings Ordinance, 1903, in respect of the proposed extension of the Tung Wah Hospital.

Report of the Select Committee appointed to investigate the Proposals for the Departmental Disposal of Refuse for 1911.

Minute by the Head of the Sanitary Department relative to dust and water carts.

Minute by the Head of the Sanitary Department relative to additional accommodation for poultry in the Central Market.

Pamphlets by the Medical Officer of Health, Lieut.-Col. Sir J. Fyfe, Bart., relative to malaria and its prevention.

Correspondence relative to the limewashing contract.

List of legal proceedings taken by the Department against persons for breaches of the Public Health and Buildings Ordinances, 1903-1909, for the month of July, 1910.

## COMPANY REPORT.

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The Report and Balance Sheet of this Company for half-year January 1st-June 30th 1910, is as follows:—

Gentlemen,—The directors beg to submit Report and Balance Sheet for the half-year ended 30th June, 1910.

After paying expenses, interest, Crown rent, insurance, legal expenses, directors and auditors' fees, and all charges, there remains a net profit for the half-year's working of . . . . . \$16,174.14

Added to which is the sum brought forward from last account . . . 132,765.92

Leaving available the sum of \$148,940.06

During the six months we completed 13 vessels consisting of steam launches, motor boats and lighters, also several marine boilers and a large amount of forgings and castings. Presently under construction we have 2 steamers, 4 steam launches, 2 motor boats, 16 railway carriages, also a large number of marine boilers, four of which are for the s.s. Hengshen.

Service launch K13 has been sold at a profitable figure.

The work on No. 1 Dock Extension has proceeded rapidly, all excavation being practically finished. The Dock's dimensions are now sufficient to accommodate the largest ships visiting Hongkong.

It will be noticed that the sum of \$221,000 hitherto standing at the credit of No. 1 Dock Extension Account, has been transferred to reserve, this being possible by the Company having paid all expenses against the extension out of revenue.

HENRY KESWICK, Chairman.

Hongkong, 9th August, 1910.

BALANCE SHEET: 30TH JUNE, 1910.

LIABILITIES.	
Capital 50,000 shares of \$50 each fully paid up . . . . .	2,500,000.00
Reserve fund . . . . .	221,000.00
Marine insurance account . . . . .	88,214.99
Sundry creditors . . . . .	2,061,154.11
Balance of profit brought forward from last account . . . . .	\$132,765.92
Profit for the half-year ending 30th June, 1910 . . . . .	16,174.14
	148,940.06
	\$5,019,309.16

ASSETS.	
Value of Kowloon, Comptrolleur and Aberdeen Docks, buildings and plant, (including floating plant, as per last statement . . . . .	\$3,507,559.89
Amount since paid on account of additions to plant . . . . .	3,656.64
	\$3,511,216.53

No. 1 Dock extension account.	
Amount paid as per last statement . . . . .	\$159,174.16
Amount expended during six months—1st January to 30th June, 1910 . . . . .	65,965.85
	225,137.01

Sundry debtors . . . . .	257,380.68
Amount expended on work in progress, as at 30th June, 1910, less instalments received on account . . . . .	141,413.22
Material in stock at book value . . . . .	881,151.72
	\$5,019,309.16

REVENUE ACCOUNT: 30TH JUNE, 1910.

To interest . . . . .	\$56,764.20
To rates and taxes . . . . .	14,347.89
To Crown rent . . . . .	4,073.05
To insurance . . . . .	5,351.21
To directors and auditors' fees . . . . .	8,750.00
To profit . . . . .	16,174.14
	\$105,460.49

By net earnings . . . . .	\$105,460.49
	\$105,460.49

## A KOREAN GOLD MINE.

A long Korean gold mining contract has recently been concluded and papers signed, says the Japan Advertiser, the property in question being known as the Chiksan Mining Co., Ltd. This concession was owned in equal proportions by Japanese and Americans, the Japanese interests being represented by Baron Shibutawa and Mr. Seichiro Asano, President of the Toyo Kisen Kaisha, while the American interests were represented by Messrs. J. P. Henry and A. W. Taylor, under the name of the Korean Exploration Company. The property is an extensive one and well-known to be a good one, but has hitherto been undeveloped owing to a series of misfortunes. Mr. W. F. Anderson, of Cincinnati, one of the large stockholders in the Korean Exploration Company, who recently was in Korea and Japan investigating the property, has undertaken to form a new company with a capital of 2,000,000 yen, which will own a controlling interest in the Korean Exploration Company, and which by additional capital will develop the Chiksan property on a large scale. The company will be managed by Americans.

It is proposed to construct an electric power plant, to install a modern gold mining dredge of the latest design, and also to develop the quartz more rapidly by the installation of additional machinery. Sufficient work has already been done in the past to warrant the assertion that the property has passed beyond the experimental stage. The concession comprises an area of 250 square miles, fifty miles south of Seoul. The Seoul-Fusan railroad passes diagonally through the property. The placer area is very large and at present 2,500 natives are working in their crude manner under the tribute system. The ground is ideal for dredging, being on the average eighteen feet in depth, sand, bedrock and on boulders. One thousand acres have been already drilled and show an average of 31 sen of gold per cubic yard. Eighty quartz ledges have been located, four of which under the old company are being developed and producing profitably on a small scale, the rock averaging better than 30 yen per ton in free gold, besides concentrates averaging 400 yen per ton. This product in the past has been shipped to Yensu for treatment. The new mills will be installed at Yangdoi, seven miles from the present camp.



THE TOYO KISEN KAISHA AND  
PACIFIC MAIL

### MR. SCHWERIN'S VIEWS

With reference to the announcement that the Toyo Kisen Kaisha has served six months' notice on the Pacific Mail Steamship Company, terminating the working agreement between them, Mr. B. P. Scherwin, the General Manager of the Pacific Mail Co., who is now in Japan, has given a representative of the *Japan Advertiser* an interview on the subject. He said:—"Now that the matter is public, and the notice served, I have no hesitation in speaking (Mr. Scherwin received word by cable). It has not surprised me. The Toyo Kisen Kaisha entered into an agreement with the Western Pacific Railway three years ago. I knew it the day it was signed. They have simply been waiting for completion of the road to terminate the facilities and to bid their new line. However, we surprised to learn that they served the notice in New York City when they knew that I would be in Japan, and that my information comes from our New York office.

When asked if six months' notice was required Mr. Schwerin replied:—When I said sixty or ninety days yesterday I was not sure; I find that it is six months' notice from either

What are the Western Railroad Pacific facilities? The Western Pacific runs to Salt Lake City, makes connections with the Rio Grande and Western Railroad and Denver and Rio Grande Railroad to Kansas City and the Missouri Pacific Railroad to Chicago and St. Louis. It is a direct route and will prove a slow route while the road-bed in part is such as to prevent it ever being a popular passenger route. But passengers can book over other routes from San Francisco overland?

Yos, but it will entail a slight additional expense and be troublesome and annoying for baggage, etc.

There is a rumour that the T.K.K. will run an express service between Japan and San Francisco at high speed and no stop at Honolulu?

Well, that would suit us first rate. Besides we know that route; we used to run it many years. It is the roughest on the Pacific and will be hard on the passenger and ruinous on those boats.

Have your new boats been started?

Not yet, but they will be very soon. Every detail will be perfectly planned before work is fully started. Three firms, one American, one German and one Austrian, are now working on the designs. One does not spend six million dollars without thorough investigation. The boats will be running in three years' time. They will be of 40,000 tons displacement.

When asked regarding the comparison of tonnage displacement with net tonnage Mr. Scherwin said:—Tonnage displacement is only actual and fair comparison. It is a simple matter to compare the gross weight of the machinery and engine with the space in engine boilers and coal stowage, reducing the net tonnage. I consider that *George Washington* of the Hamburg American line as the ideal vessel of the day. By permission, I fact at the request of the two companies, I made a comparative study of *Mauretania* and *George Washington*. I found every part of these boats well spending several years of work.

The *Maurelunia* cost seven million dollars (the *Lautania* two millions less) and the *George Washington* four millions. The *Maurelunia* is about 60,000 tons displacement, while the *George Washington* is about 50,000 tons. They will carry the same number of passen sers, and while the former can carry but 4,000 tons of freight the latter can take 12,000 tons. But the speed of the *Maurelunia* is 26 knots as compared with the 21½ of the *George Washington*. Our boats will be modelled after the *George Washington*. We have all the tonnage we need at present. We are not looking for Japanese support. We are looking for China and Philippines. The development of China and Philippines in the next few years will be monodous and we need a fleet of not get out of shore can compete with boats that are

With relation to the foregoing the Toyo K. Kaisha people declined to explain the change made by Mr. Schwerin or to give out any information in regard to their new contract with the Western Pacific at present, but they asserted that the new trans-Pacific liners will continue to touch at Hawaii.

**"ESQUIRE."**

Camberwell guardians discussed recent motion by Mr. C. E. Rensouf "That in future printing of the minutes and agenda board no member's name be followed by the word 'esquire' or any abbreviation of that word but that the names be preceded by the title 'gentleman'."

Barant said he had received a delu-

letters from all parts urging him to wage war against the world empire. It was a relief to him to find that the world was not gone days, and to-day the more insignificant person the more he wanted the addition of his name. The word was scarcely used in America, and in France, the most conservative of the world, it had been banished. Surely democratic England would not be behind. After all, what did it matter? "I don't hear," "Not much," and "laughter." He saw his chance. "I'll lose the room was a broken-down place, this warfare."

The Guardian referred to: Am I particularly about my company! (Loud laugh.)

Mr. B. Sayer seconded the motion, "I think he did not care two straws if the guardian's 'essuro' at each end of their name."

A Guardian: I propose we receive a donation on this all-important matter. (Reughter.)

Another Guardian: What about a committee to consider the question?

A Voice from the public gallery: "Gentlemen!"

Mr. Vicary moved the "next business" this was promptly carried, on a division fourteen votes to three. Consequently "we" will continue to appear after the game names.

### LATEST STEAMER MOVEMENTS

The P. & O. S. N. Co.'s steamer, *Arad*, arrived from Singapore on this port on the 12th inst. 5 p.m., with the outward English mails, due here on the 17th instant at about 6 p.m.

The C. & M. steamer, *Zefiro*, left Manila 13th inst., and is due here to-day at 3 p.m.

The I.G.M. steamer, *Buelow*, carrying the mails with dates from Berlin of the 21st, left Colombo on the 13th instant p.m., and is expected here on or about the 24th a.m.

	In 1910	In 1909	In 1903	In 1907
	In millions of yards	In millions of yards	In millions of yards	In millions of yards
Plain Cottons...	29.	40.	31.	30.
Dyed and Coloured - Cottons	15.	134	96	163
Printed Cottons...	4.7	7	15	4
Yarn in bales...	100	400	1,500	1,000

  

	In 1906	In 1905	In 1904
	In millions of yards	In millions of yards	In millions of yards
Plain Cottons...	29.	41.	19.
Dyed and Coloured Cottons	14.8	13.9	10.2
Printed Cottons...	2.3	2.5	1.4
Yarn in bales	200	2,700	2,600



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

Telegraphic Address: Press Code: A.B.C. 5th Ed. 1867.

## NEW ADVERTISEMENTS

For SHANGHAI.

THE P. &amp; O. S. N. Co.'s Steamship

Captain S. Barchin, will leave for the above Place, THURSDAY, 18th inst., at Daylight.

For Freight or Passage, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 15th August, 1910. [1]

S.S. "VILLE DE LA CIOTAT,"  
COMPAGNIE DES MESSEAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London or Havre or s.s. "Matapan" from Bordeaux or s.s. "Verbeek" in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optical Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 22nd inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th inst., or they will not be recognized.

All damaged packages will be examined on the 22nd inst., at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.

Hongkong, 15th August, 1910. [2]

## VIENNA CAFE CO.

(1910) LIMITED

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,  
(Opposite Post Office).

## A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)  
AFTERNOON TEAS, ICES, LIGHT  
REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF  
WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.  
A FRENCH CHEF.

Hongkong, 23rd July, 1910. [855]

THOUSANDS OF DOLLARS ARE  
SAVED BY THE EXPENDITURE  
OF AS MANY CENTS

By the Use of

## SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus complete and all information from the General Agents.

SIEMSEN & Co.  
(Machinery Dept.), Hongkong.

## CHEESE

CHOICE

CANADIAN STILTON.

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

## NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to 888G. at \$6, \$7 and  
\$7.50 per 100, SPORTING REQUISITES  
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [545]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.  
Hongkong, 6th March, 1907. [38]

## PUBLIC COMPANIES

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1910.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 8th August to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,  
N. J. STABB,  
Acting Chief Manager.

Hongkong, 3rd August, 1910. [597]

## CHINA SUGAR REFINING CO., LTD.

## NOTICE.

IN Accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have This Day Declared an INTERIM DIVIDEND of 5% for the half-year ending 30th June, 1910, on the Paid-Up Capital.

DIVIDEND WARRANTS, Payable on TUESDAY, the 30th August, 1910, will be issued to Shareholders on application.

THE TRANSFER BOOKS of the Company will be CLOSED from 17th July to 30th August, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Agents.

Hongkong, 12th August, 1910. [335]

## FOR SALE

## ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.  
PRICE - - - - - \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

## FOR SALE.

REMAINING Portions of MARINE LOTS 51 and 56, at PRATA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD  
IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT  
No. 285  
EXTENSIVE WATER  
FRONTAGE, DEEP WATER.

Apply—  
G. FENWICK & Co., Ltd.,  
ENGINEERS, &c.,  
PRATA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [84-168]

A LING & CO.,  
19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [546]

## SINGON &amp; Co.

IRON, Steel, Metal and Hardware Merchants  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Coke Importers. General  
Storekeepers and Shipchunders. Nos. 35 & 37,  
Hing Loong STREET, (2nd St., west of Central  
Market). Telephone No. 515. [496]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labuan."

BRADLEY & Co., Agents.  
Hongkong, 12th August, 1909. [331]

MITSU BISHI GOSHI KWAISHA.  
(MITSU BISHI CO.)  
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA  
OCHI, MUTARE, HOJO, NAMAZUTA,  
SAYO, SHINNEW and KAMIYAMADA.  
Collieries.

SOLE AGENTS FOR  
KISHIDAKE, MIYAO and KIGTO  
KOMATSU Co., Ltd.

HEAD OFFICE—MARUNOUCHI,  
TOKYO.

BRANCH OFFICES—NAGASAKI,  
MOJI, KASATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"  
Codes, AI, ABC 5th Ed., Western Union.

AGENCIES—  
YOKOHAMA: M. ARADA, Esq.  
CHINKIANG: Messrs. GRABING & Co.  
MANILA: Messrs. MACDONALD & Co.  
For Particulars apply to  
H. OISHI,  
Manager,  
No. 2, Polder, Street, Hongkong.  
Hongkong, 9th January, 1909. [574]

## AUCTIONS

## G. R. PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction, to be held TO-DAY (MONDAY), the 15th day of August, 1910, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at the Peak, in the Colony of Hongkong, for a term of 75 years, commencing from 10th December, 1877.

## PARTICULARS OF THE LOT.

No. of Sub-Registries	Locality	Boundary Measurements	Contents in Acres	Square Feet	Annual Rent	Upst. Price
1	Adjoining Rural Lot No. 1, Building Lot No. 1.	430 feet by 443 feet by 131 feet 9 inches	29,000	100	2,000	about

## G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 16th and 17th August, 1910, at 10 a.m. each day, at H. M. NAVAL ESTABLISHMENTS, SUNDRY ODD and SURPLUS NAVAL and VICTUALLING STORES.

Comprising—  
Old and SURPLUS NAVAL STORES: CHAINS, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METALS, OLD MACHINERY, ELECTRIC CABLE and GEAR, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD COATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, CORDAGE, PAPERSTUFF, &c., &c.

Old and SURPLUS VICTUALLING STORES: PROVISIONS, Seamen's CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued. Lots will be on View on afternoon of August 15th.

TERMS OF SALE:—As Customary.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 3rd August, 1910. [500]

## INSURANCE

NORTH BRITISH and MERCHANT-TILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

I. Authorized Capital ... \$6,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500 0 0  
II. Fire Funds ... 3,488,136 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 19th July, 1910. [783]

DAVID CORSE & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELLANCE CROWN  
TARPULINE  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
15351

## TO LET

## AT THE PEAK.

THE FIVE-ROOMED HOUSE, known as "Bicton," situate on Plantation Road. For Particulars, apply to—  
DENNIS & BOWLEY.  
Hongkong, 9th August, 1910. [922]

## TO LET.

A HOUSE, in Knutsford Terrace.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st August, 1910. [325]

## TO LET.

No. 16, WYNDHAM STREET. From 1st September, 1910.  
Apply to—  
E. A. & C. F. DE CARVALHO,  
14, Arbuthnot Road.  
Hongkong, 8th August, 1910. [913]

## TO LET.

No. 14, SEYMOUR TERRACE, from 1st July.  
Apply to—  
COMPTON & DEPT.  
Care of Messrs. GIBB, LIVINGSTON & Co.  
Hongkong, 7th June, 1910. [724]

## FURNISHED SUITES.

DRAWING ROOM, BED ROOM and BATH, with Board. Tennis Court. To be Opened October 1st.  
Apply—  
Mrs. OUTERBRIDGE,  
5, Knutsford Terrace, Kowloon.  
Hongkong, 19th July, 1910. [841]

## TO LET.

No. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.  
Apply to—  
ARRATON V. APCAR & Co.,  
14, Des Vaux Road, Central.  
Hongkong, 3rd March, 1910. [553]

## TO LET

## TO LET.

No. 2, HOLLYWOOD ROAD.  
No. 2, OLD BAILEY. Immediate Possession.  
ARRATON V. APCAR & Co.,  
14, Des Vaux Road Central.  
Hongkong, 4th July, 1910. [800]

## TO LET.

KING'S BUILDINGS.  
OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st August, 1910. [89]

## TO LET.

OFFICES in Des Vaux Road, Central, corner of Ice House Street.  
Apply to—  
Messrs. PERCY SMITH & FLEMING,  
5, Queen's Road.  
Hongkong, 2nd June, 1910. [440]

## TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.  
Apply to—  
J. HENNESSEY SETH,  
No. 4, Ice House Street.  
Hongkong, 2nd July, 1910. [795]

## TO LET.

No. 1, ORMSBY TERRACE, Kowloon, and No. 4, SEYMOUR ROAD, Hongkong.  
Apply to—  
SPANISH DOMINICAN PROCUSSION.  
Hongkong, 3rd August, 1910. [879]

## TO LET.

NOS. 19 and 23, SHELLY STREET, new 5-Roomed House.  
1 HOUSE in Bellies Terrace.  
No. 57, PRATA GRANDE, Macao.  
No. 2, CONDUIIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

No. 9, BRACONFIELD ARCADE (Shop). FOR SALE.—FOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.  
Apply to—  
LINSHEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 9th August, 1910. [91]

## TO LET.

GODOWN, No. 5A, DUDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st August, 1910. [83]

## TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 1st December, 1909. [790]

## TO LET.

MODERATE RENTAL.  
HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.  
Apply to—  
ARRATON V. APCAR & Co.,  
14, Des Vaux Road, Central, 1st Floor.  
Hongkong, 28th July, 1910. [874]

## TO LET.

No. 21, CONDUIIT ROAD, Clifton Gardens.  
GODOWNS, 151 to 155, PRATA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.  
A HOUSE in Wong Nei Cheng Road. No. 1, RIFON TERRACE.  
OFFICES in YORK BUILDING.  
No. 10, DES VEAUX ROAD CENTRAL, 1st floor.  
SEMI-EUROPEAN FLATS, Prata East, corner of Observation Place. The Trams stop at the door.  
Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Prata East.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st August, 1910. [87]

## TO LET.

OFFICES, Hotel Mansions.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 2nd February, 1910. [151]

## TO LET.

BOWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st August, 1910. [781]

## TO LET.

No. 3, GOUGH HILL (104A, THE PEAK), Partly Furnished.  
Apply to—  
S. J. DAVID & Co.  
Hongkong, 12th August, 1910. [782]

## TO LET.

No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.  
One GODOWN in MARON'S LANE.  
Apply—  
DAVID SASSON & Co., Ltd.  
Hongkong, 6th March, 1910. [95]

## BANKS

## THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUND ..... " 16,250,000

## HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:  
Tokyo, London, Osaka,  
Nagasaki, San Francisco, Lyons,  
New York, Shanghai, Honolulu,  
Bombay, Tientsin, Hankow,  
Newchwang, Dairen, Peking,  
Amoy, Hongkong, Port Arthur,  
Tientsin, Cheong Chuan, Mukden,  
Kobe.

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.  
On fixed deposits for 12 months 4 per cent.  
" " " 6 " " 3 1/2 " "  
" " " 3 " " 3 " "

TAKEO TAKAMOTO,  
Manager.  
Hongkong, 14th March, 1910. [397]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS—  
STERLING ..... \$1,500,000 at 2/6 = \$15,000,000  
SILVER ..... " " " \$15,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS:  
G. BAILLOUT, Esq., Chairman.  
ROBERT SHERMAN, Esq., Deputy Chairman.  
F. H. ARMSTRONG, Esq., S. A. LLOYD, Esq.,  
J. W. HANDON, Esq., F. LLOYD, Esq.,  
ANDREW FORBES, Esq., G. H. MEDHURST, Esq.,  
Hon. Mr. H. KESWICK, E. SHELLIM, Esq.,  
C. R. LANSMAAN, Esq., H. A. SIEBE, Esq.

CHIEF MANAGER:—  
Hongkong—J. E. M. SMITH.  
MANAGER:—  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the daily balance.  
On Fixed Deposits:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 per cent. per annum.

N. J. STABB,  
Acting Chief Manager.  
Hongkong, 20th July, 1910. [18]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,600,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.  
On Fixed Deposits for 12 months 4 per cent.  
" " " 6 " " 3 1/2 " "  
" " " 3 " " 3 " "

WM. DICKSON,  
Manager.  
Hongkong, 27th April, 1910. [107]

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Tael 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

BRANCHES:  
Berlin, Hamburg, Calcutta, Hankow,  
Tientsin, Peking, Tientsin, Tientsin,  
Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—  
KONIGLICHE SIEBHARDT (PREUSSISCHE STAATSBANK) Berlin.

DIRECTOR DER DISCONTO-GESELLSCHAFT  
DISCONTO-BANK  
ST. BELGIEN  
BERLINER HANDELS-GESELLSCHAFT  
BANK FUR HANDEL UND INDUSTRIE  
ROBERT WASSERHAUSEN & Co.  
MENDELSSOHN & Co.  
M. A. VON ROTHSCHILD & SOHN  
JACOB S. H. STERN  
NORDDEUTSCHE BANK IN HAMBURG, HAMBURG.  
SAL. OPPENHEIM, JR. & Co., Koenig.  
BAYERISCHE HYPOTHEKEN UND WERESBANK, MUNCHEN.

Frankfurt & M.

DEUTSCHE BANK (BERLIN), LONDON-AGENCY  
DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.  
On Fixed Deposits for 12 months 4 per cent.  
" " " 6 " " 3 1/2 " "  
" " " 3 " " 3 " "

WM. DICKSON,  
Manager.  
Hongkong, 27th April, 1910. [107]

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON-AGENCY  
DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.  
On Fixed Deposits for 12 months 4 per cent.  
" " " 6 " " 3 1/2 " "  
" " " 3 " " 3 " "



**BENGER'S FOOD**

is for Infants and Invalids and for those whose digestive powers have become weakened by illness or advancing age.

If the digestive functions, however weak, can do any work at all they should be given work to do to the extent of their powers. In the easy process of its preparation the digestibility of Benger's can be regulated to give this work with extreme nicety.

The "British Medical Journal" says—"Benger's Food has, by its excellence established a reputation of its own."

Benger's New Food is made with the most common and easily obtained materials which mothers have to encounter. It is sent post free on application to Benger's Food, Ltd., Otter Wicks, Manchester, England.

Benger's Food is sold in tin by Druggists, etc., everywhere.

**DINNEFORD'S**

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

**DINNEFORD'S MAGNESIA**

The Physician's Cure for Gout, Rheumatic Gout, and Gravel.

Easiest and most Effective Remedy for Regular Use.

**COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.**

WHAT IT has done for OTHERS it will do FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

**BUY IT TO-DAY**

From any leading Chemist.

**MUSTARD & COMPANY.**

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Scotch Road, Shanghai. [719]

## VESSELS EXPECTED.

**THE INDIAN MAIL.**

The Indo-China str. *Fookang* from Calcutta and the Straits left Singapore for this port on the 10th instant.

**THE CANADIAN MAIL.**

The C.P.R. Co.'s str. *Empress of China* arrived at Nagasaki at 7 a.m. on the 13th inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 5 a.m. on the 15th instant.

**THE AMERICAN MAIL.**

The T.K.K. str. *Chiyo Maru*, from San Francisco, will leave Yokohama on route to Hongkong on the 8th inst., and will arrive on the 19th inst.

The P.M. str. *Asia* sailed from San Francisco on the 25th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 23rd inst.

**MERCHANT STEAMERS.**

The N.Y.K. str. *Asaka Maru* (European Line) left Shanghai for this port on the 12th instant, and is expected here to-day.

The T.K.K. str. *Kiyo Maru* from South American and Mexican ports, arrived at Yokohama on the 25th ultimo, and is due to arrive here to-morrow.

The Austrian Lloyd's str. *Venezia* left Singapore for this port on the 10th instant p.m., and is due here to-morrow at daylight.

The Mogul Line str. *Lahina* left United Kingdom on the 10th ultimo for Hongkong via Straits.

The Mogul Line str. *Pathan* sailed from the United Kingdom on the 2nd instant for Hongkong via Straits.

The "Ben" Line str. *Bendora*, from Leith, Middlesbrough and London, left Singapore on the 10th instant for this port.

The N.Y.K. str. *Kama Maru* (European Line) left Singapore for this port on the 12th instant, and is expected here on the 17th inst.

The Indo-China str. *Kunming* left Calcutta for the Straits and Hongkong on the 5th inst., and is due here on or about the 21st inst.

The Bank Line Ltd.'s str. *Saverie* left Vancouver, B.C., on the 3rd instant, and is due at Yokohama on the 25th inst.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Manila on the 6th instant, and is expected to arrive here on or about the 15th prox.

## PASSENGERS.

**ARRIVED.**

Per *Kwangtuh*, from Shanghai, Mr. A. Shell, Per *Huiching*, from Coast Ports, Messrs Watkins, Seggio, Cavallo and Perkins.

Per *Kwangtuh*, from Hongkong, from Shanghai, Mr. Pethio, from Swatow, Mr. Manning.

Per *Ville de la Citot*, from Marseilles, &c., Lt. O. M. Negreiro Souza, Mr. John Yunker and R. P. Leconte.

Per *Prinz Waldemar*, from Kobe, for Sydney, Messrs C. H. Moore, W. Bruce, Dumitro, Anton and Gregor, for Manila, Mr. A. E. Verrall, from Yokohama, for Rahau, Messrs B. Shibata, J. Suzuki and C. Okawa.

**DEPARTED.**

Per *Rubi*, for Manila, Mr. Lucia Sierio, Mr. Taso Dumble, Mr. A. A. Schell and Mr. Paul Inbert.

Per *China*, for San Francisco, Mr. and Mrs. C. E. Bowker, Mr. G. Cecil Wright, Mr. L. M. Geo, Mrs. W. C. Graves, Miss V. Tolchard, Miss C. B. Young, Miss H. Hanlon, Mr. Geo. Borroo, Mr. O. G. Freeman, Mr. and Mrs. H. K. Knowler and infant, Mrs. W. H. Mahon, infant and servant, Mr. W. M. Mahon, Jr., Miss V. I. Mahon, Mr. and Mrs. Thos. W. Kidd, Mr. E. P. Long, Capt. and Mrs. D. A. Craig and infant, Mr. J. Craigton, Mr. A. R. Patrick, Mrs. H. S. Patrick, Mr. J. L. Hin, Mr. S. Tait, Mr. C. F. Kenneth, Mrs. N. Hayman, Mr. H. A. Walsh, Mr. N. Norman, Mr. and Mrs. F. S. Minott and servant, Mrs. E. C. Perry, Mr. H. B. Emerson, Mr. Chas. S. Wright, Mr. See and servant, Mr. W. T. Lee, Mr. W. Hughes, Mrs. C. S. Weight, Miss L. B. Paty, Miss J. Williamson, Miss L. Glascock, Miss H. Glascock, Mr. W. W. Broster and Mr. E. S. Barrows.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

**THORNE'S OLD VAT**



THE WAY WAS MARKED BY THE LATE ROBERT THORNE OF GLENROSE AND HIS SON AS HIS OWN

**SCOTCH WHISKY.**

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

**A. S. WATSON & CO. LTD.**

837



**SANTAL MIDY**

These tiny Capsules—superior to Copaiba, Cubebs, and Injections—CURE the same diseases as these drugs in

**FORTY-EIGHT HOURS**

without inconvenience.

Each Capsule bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

**HONGKONG TIDE TABLE.**

From August 11th to 17th, 1910.

**High Water.**

**Low Water.**

**High Water.**

**Low Water.**

## FASHIONS AND FANCIES.

**AT THE SEA.**

People going to foreign watering places find that the honours blue serge coat and skirt of England will hardly suffice for the needs of the place. Frenchwomen regard the sea rather in the light of a social function, and when they go into it do so in scarlet silk boots, and elaborate costumes, gloves to the elbows, bewitchingly hatted, and not infrequently veiled. So arrayed, they stand, not like Ruth, among the alien corn, but in a sea which will drive them away by any incalculable attempt at a wave, however small. They are not likely to be more careless beside the sea than they are in it, and consequently the outfits that go from Paris to Trouville, Dieppe, or some other centre of seaside enjoyment, are very extensive. This is also the case in England in such places as Brighton, where the sea is little more than an admirable back-cloth for a social pageant.

**THE ONE-PIECE DRESS.**

The incipient belt and skirt arrangement, whose revival has been traced in recent fashions, has given way again for seaside purposes to the one-piece frock, which is more convenient and more practical. The waist, however, is almost in the right place, and in nearly all the smartest frocks for this purpose a belt is at least simulated either back or front, and frequently all the way round. This is often done by the simple method of gathering in three rows of gauging the fulness of the frock round the waist. It follows that the skirts are fairly full, and the restricting band round the knee is much relaxed for seaside wear.

**THE FREE SKIRT.**

It has been noticed at the last few gatherings of both French and English women of the highest class that the very tight skirt has not been favoured, nor any band round the knees. At the most the fulness was gathered into a fairly deep hem, but this was not exaggeratedly close about the ankles. This amounts to no less than a deliverance. Before going to the seaside some such release was necessary, for even ultra-slim women have too much sense of humour to go twitting and hopping like flocks of robins along a seaside parade.

**THE FISHWIFE DRESS.**

This old favourite is with us again, and it is skilfully adapted to act as an intermediate stage between the narrow skirt and the full. This is done by making a fairly narrow skirt turned up just below the knees for seven or eight inches, and revealing a puffed petticoat beneath it. A curious persistent feature of to-day's fashions is a skirt which is continued above the waist in a sort of breast-plate held with buttons. The most graceful thing to do with this continuation is to split it into bretelles across the shoulders. If it steps dead it cuts the figure up badly.

**HATS ON THE PLAGE.**

Although very large hats are an abominable nuisance by the sea, and small toques have been favoured by the well-dressed at recent races meetings, many women who are suited by the picturesque style of headgear are unwilling to give it up entirely, and consequently have wide brims in fine straw, turned up and down in most unexpected places, and all very pictorial in their conception. Ostentatious feathers not being permissible, enormous sprays of roses or other flowers, or of gold and silver oats, take their place, and ruffles of chiffon can be used by the skilful milliner to look very nearly as soft and pretty as feathers. Tulle is even better, but it gets sticky and limp by the sea, and means, during hours, loops and trims of ribbon are seen among seaside hats, and one bell toque of fine green straw is lined with a frilling of white spotted muslin that appears about an inch below the brim, and has for its sole trimming a burst of spotted muslin loops at one side, standing about fifteen inches high. Several hats are loaded with flowers across their crowns, and oats, wheat, barley, &c., are the favourite softeners to take the place of feathers.

**ROMPERS AND PANTS AND PAJAMAS.**

Only the general mourning provoked England from adopting the Kashmir designs familiar to us by Paisley shawls, which Paris has adopted with so much ardour this year. Now that colour is again permissible, a number of charming fabrics in these mixed colours are obtainable, and some of the prettiest are in very soft delaines, which look particularly charming when veiled with chiffon or the finest of India muslin for afternoon gowns by the sea or in the country. Some of the smartest hats have the crowns covered with stretched Paisley, with a trim of plain white silk edged on the inner side with a band of the figured. These look very pretty with frocks to match. Broderie anglaise is even more fashionable than ever this year, very finely done on any very large and very open-work patterns. This, of course, means that their linings become very important, because they show more than they would through smaller holes. A pretty frock of broderie anglaise is of so pale a blue that it gives the impression that the wearer wears over pale blue, and is itself white—an impression which is contradicted by the fact that through several little holes of the embroidery there shows a delicious shade of pale rose-coloured silk.

**THE COLLARED DRESS.**

On the Continent the absence of the collar has not been enough to satisfy the fashion, and morning frocks are worn so low that they would almost do for demi-toilette. In dresses which have the long lines from the shoulder, falling over at the waist, there will be a piece cut squarely at the top about three inches from the base of the throat, while circular yokes are even lower both back and front. This is a fashion which suits the very young and very pretty, but at the seaside it is a particularly dangerous one. The first time the wearer of these low necks gets into evening dress she will find a sharp line of demarcation from brown to white in a place even more unbecoming than when it comes below the chin or even at the base of the throat. Wearers of blouse inserted with lace know well the harsh appearance they have in evening dress after exposure to the sun, and one must remember that an hour or two of seaside sun will do more in the way of sunburn than days away from the sea.

**A WORD ON SLEEVES.**

Sleeves are close-fitting, and neither short nor long; that is to say, they come round the elbow for two or three inches, and can be worn with 12-button length gloves. The one trouble about this is the ailing half-way between elbow and wrist is rather an interruption, and yet a straight line in the same place is very ugly.

—X. AND Z. in the Globe.

**HONGKONG METEOROLOGICAL REGISTER.**

Hongkong Observatory, August 14th

**Barometer.**

**Thermometer.**

**Humidity.**

**Wind Direction.**

**Force.**

**Weather.**

**State of Sky.**

**Direction of Wind.**

**Force of Wind.**

**Direction of Current.**

**Force of Current.**

**Direction of Tide.**

**Force of Tide.**

**Direction of Wind.**

**Force of Wind.**

## ON WALKING.

The pessimist who believes in the universal rule, that all things healthy are unpleasant, need not do better than take walking as a text for a sermon on his favourite theme. Nobody likes walking for its own sake. There is always some ulterior motive in the activity of its votaries—the reduction of a liver or the acquisition of an appetite. Some men, however, delight in making a virtue of necessity and aver, with the same painful effort to be pointed which leads the Cockney to say "pip pip" instead of "good bye," that there is no more like Shanks' mare. They will boast, too, how many miles they have covered between office and their first page. Now, if walking were a thing to be liked for itself, no one would boast of it or make calls upon our admiration for their achievements in the art. We only boast of what is incredible or what is unpleasant, as, for example, when we publish the number of snipe we have bagged, which comes under the first category, or the hours which we are forced to work daily, which comes under both categories. As everybody is able to walk and knows the extent of a man's capacities in that line, the boastful pedestrian usually reduces his feats to the limits of probability and boasts simply because he feels that he has done something unpleasant and thirsty for the envious commendation of liverish companions.

Walking is one of the few accomplishments that man acquires with but little instruction. That a child should learn to walk so quickly has always seemed to me a strong argument in favour of the theory of previous births. Once a child is shown by its nurse that to crawl on all fours is no longer dignified and proper, it acquires the knack of keeping erect and placing the feet in the right positions with a speed that is surprising unless it be partially due to sub-conscious memory. Remember, though from practice and custom it sounds obvious to us, it should on all logical grounds be quite hard for a child to grasp the principle of walking. Why should a child not imagine that its legs are given it to hop with or jump with? Why should the plan of putting one foot before another instead of lifting both at once, as most birds do, be immediately "natural" and "acceptable"? Imitation, you say. But has a child such close powers of observation? But we are wandering. Being an art easy of acquisition and shared by all, walking is unduly despised. If viewed correctly, it is really something of a feat. No being but man can walk properly. Herein we have a pull over the other animals. A dog or a horse may bust us in running, but when it comes to walking neither for grace or efficiency is in the same street with man. "Think of it! Walking," says one thing in which we are physically superior to the brute creation. Let us maintain our proud superiority. If aeroplanes become universally practicable and all mankind flies, by the law which adapts animals to their surroundings man in course of time will be born with wings. His two legs will unite into a fish-like rudder wherewith he will steer his corporeal biplane. Then we will have lost our present advantage over the birds. So at all costs let us walk, walk, walk, against the coming of that evil day.

Fortunate are those upon whom heaven has bestowed the power of aimless wandering after the style of Wordsworth. "Most people need the stimulus of definite object in view to induce them to walk. At home a man usually has some old inn and a Lucullan luncheon as his objective. Out here he walks for the craze of the East—Exercise, and in the rains when he cannot get his tennis you will find him on a fair but muggy evening, loaves-turned and stick outstretched, tearing along Boundary Road, nose aground as if his life depended upon his reaching Proms Road before darkness set in. Perhaps, however, his mind may be turning towards the reward of his labour—a well-earned drink. But the merits of walking, like those of piece-goods, should not be estimated by mere results. That they are so, is another proof of the unpleasantness of the thing itself.

Some people declare themselves unable to walk without a companion. "It is so dull," they say, "to walk alone." That may be, but if any one who says this avows himself a lover of walking, point out to him his inconsistency. Show him conclusively that he is rather a lover of talking, and walks, not for any intrinsic charm of the pastime, but for exercise and nothing else. Why should he combine conversation with physical activity, they might say, as well sit on chairs in some verandah and wave arms and legs. "Ah, but," you say, "they prefer walking." Yes, as a form of exercise only—that is for its results.

Votaries of walking tell us that to walk is the only way to see the country-side. This is true in Burma, but, alas, no longer so in England, where almost every path except in the great forests is labelled "private." In Burma there is no other method of seeing the country-side, except, of course, on the government roads, where one is always forced to ride. This is the chief end of walking, the inspection of scenery at close quarters. As there is no road without a thorn so the motive to thorn and thorn is unpleasant as the end itself is delightful. We are all like Strephon in *Iolanthe*—when our souls would fly through the key-holes of nature's secrets, our legs still remain on the wrong side of the door. What man can help despising his legs? Poor silly, "feeble things that get tired and crawl at a snail's pace, a thousand leagues behind our desires. Almost every nation has a legend analogous to that of the seven-league boots. Why? Because all men despise their legs, and imagine improvements. Yet walking is the sole thing that keeps man from being inferior to the brutes. Give him up—pleasant thought—and we fall back with the ruck—Bamgong Gazette.

**SHIPPING IN PORT.**

**STEAMERS.**

**BARON INNESDALE**, British str., 2,139, D. McAlister, 4th August—Mojito 29th July, Coal—Bradley & Co.

**CATHERINE APGAR**, British str., 1,730, G. F. Hudson, 8th August—Calcutta, Penang and Singapore 23rd July, General—David Sassoon & Co.

**CHOWPA**, German str., 1,055, F. Schmitt, 7th August—Bangkok 1st August, Timor and Rangoon—Norddeutscher Lloyd.

**COWRIQ**, British str., 3,255, L. J. Falls, 9th August—Newchwang 1st August, General—Asiatic Petroleum & Co.

**DAKOTA**, British str., 4,294, W. A. Ross, 1st August—San Francisco and Shanghai 28th July, General—Standard Oil & Co.

**DREWEAT**, British str., 1,592, J. Jenkins, 31st July—Saigon 27th July, General—Man Fat.

**DEVAYONGSA**, German str., 1,050, F. Rehvaldt, 18th July—Bangkok 12th July, Rice and Meal—Butterfield & Swire.

**DUNBAR**, British str., 2,357, Martin, 9th August—Mojito 3rd August, Coal—Shewan, Tomes & Co.

**FOOCHOW**, British str., 1,228, Vincent, 8th August—Honray 5th August, Coal—Butterfield & Swire.

**FORBIE**, British str., 2,537, D. A. Gardiner, 7th August—Mojito 1st August, General—McBride & Wier & Co.

**GERMANIA**, German str., 603, C. Tyssen, 3rd August—Sydney 27th July, Copra—Siemssen & Co.

**HALIOTIS**, Dutch str., 2,047, Zwart, 12th July—Singapore 5th July, Petroleum—Asiatic Petroleum & Co.

**HINDAL**, Norwegian str., 762, J. Johnson, 4th August—Fremantle 17th via Broekton 30th July, Sandalwood—Patterson & Co.

**HYSON**, British str., 4,232, L. A. Davies, 17th July—Shanghai 15th July, General—Butterfield & Swire.

**KAIPOWA**, British str., 987, J. Warrack, 11th August—Cebu 5th and Iloilo 8th August, General—Butterfield & Swire.

**KAISOW**, British str., 2,823, K. T. Jones, 21st July—Kuchino 15th July, General—Butterfield & Swire.

**KWANGSH**, British str., 1,203, C. Plankett Cole, 17th July—Saigon 14th July, Rice—Butterfield & Swire.

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## SHIPPING IN PORT.

**STEAMERS.**

**BARON INNESDALE**, British str., 2,139, D. McAlister, 4th August—Mojito 29th July, Coal—Bradley & Co.

**CATHERINE APGAR**, British str., 1,730, G. F. Hudson, 8th August—Calcutta, Penang and Singapore 23rd July, General—David Sassoon & Co.

**CHOWPA**, German str., 1,055, F. Schmitt, 7th August—Bangkok 1st August, Timor and Rangoon—Norddeutscher Lloyd.

**COWRIQ**, British str., 3,255, L. J. Falls, 9th August—Newchwang 1st August, General—Asiatic Petroleum & Co.

**DAKOTA**, British str., 4,294, W. A. Ross, 1st August—San Francisco and Shanghai 28th July, General—Standard Oil & Co.

**DREWEAT**, British str., 1,592, J. Jenkins, 31st July—Saigon 27th July, General—Man Fat.

**DEVAYONGSA**, German str., 1,050, F. Rehvaldt, 18th July—Bangkok 12th July, Rice and Meal—Butterfield & Swire.

**DUNBAR**, British str., 2,357, Martin, 9th August—Mojito 3rd August, Coal—Shewan, Tomes & Co.

**FOOCHOW**, British str., 1,228, Vincent, 8th August—Honray 5th August, Coal—Butterfield & Swire.

**FORBIE**, British str., 2,537, D. A. Gardiner, 7th August—Mojito 1st August, General—McBride & Wier & Co.

**GERMANIA**, German str., 603, C. Tyssen, 3rd August—Sydney 27th July, Copra—Siemssen & Co.

**HALIOTIS**, Dutch str., 2,047, Zwart, 12th July—Singapore 5th July, Petroleum—Asiatic Petroleum & Co.

**HINDAL**, Norwegian str., 762, J. Johnson, 4th August—Fremantle 17th via Broekton 30th July, Sandalwood—Patterson & Co.

**HYSON**, British str., 4,232, L. A. Davies, 17th July—Shanghai 15th July, General—Butterfield & Swire.

**KAIPOWA**, British str., 987, J. Warrack, 11th August—Cebu 5th and Iloilo 8th August, General—Butterfield & Swire.

**KAISOW**, British str., 2,823, K. T. Jones, 21st July—Kuchino 15th July, General—Butterfield & Swire.

**KWANGSH**, British str., 1,203, C. Plankett Cole, 17th July—Saigon 14th July, Rice—Butterfield & Swire.

**LIAN**, British str., 1,350, Williams, 4th August—Shanghai 31st July, General—Butterfield & Swire.

**LOONGMOON**, German str., 1,971, F. Vogt, 10th August—Java 4th August, General—Java-China-Japan Line.

**MANCHURIA**, American str., 8,750, J. W. Saunders, 7th August—San Francisco 12th July, General—P. M. S. S. Co.

**MONTAGUE**, British str., 6,163, W. Dixon Hopper, 25th July—Vancouver via Japan 28th July, Lumber and General—Canadian Pacific Railway Co.

**NORD**, British str., 1,185, F. J. Fryn, 9th August—Shanghai via Fochow 1st August, Cass Oil—Asiatic Petroleum & Co.

**PAKAT**, German str., 1,018, G. Gathemann, 18th July—Bangkok 10th July, Rice—Butterfield & Swire.

**PERSIA**, British str., 2,744, A. Lookett, 9th August—Guaymas, Mexico via Mojito 5th August, General—Eng Hok Fong S.S. Co.

**PHUMPHU**, British str., 1,065, Jas. H. Scott, 6th August—Saigon 2nd August, Rice and General—Chinese.

**PITSANULOK**, German str., 1,223, D. Reimers, 8th August—Swatow 7th August, Rice—Butterfield & Swire.

**SIAM**, British str., 995, Bins, 2nd August—Singapore 26th July, Kerosene Oil—McBain.

**SIMONGAN**, Dutch str., 1,202, H. Vos, 2nd August—Java 24th July, Sugar—Yuen Fat Hong.

**SINGAN**, British str., 1,047, F. Jamieson, 1st August—Haiphong 30th July, General—Butterfield & Swire.

**SOUTH MAIT**, German str., 1,803, K. Sekawa, 11th August—Kobe 2nd and Mojito 4th August, General—Onaka Shosen Kaisha.

**S. THAM**, American str., 574, D. Pajo, 31st July—Manila 27th July, Sugar—W. B. & Co.

**TAISANG**, British str., 1,544, G. F. Matthews, 27th July—Saigon 23rd July, Rice—Jarline, Matheson & Co.

**TAMBA MARU**, Japanese str., 3,803, K. Sato, 7th August—Shanghai 4th August, General—Nippon Yusen Kaisha.



TO-DAY  
3 P.M.—Auction of Crown Land at Public Works Dept.

**FORTHCOMING EVENTS.**  
Tuesday and Wednesday, 16th and 17th Aug.—Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Hough, 10 A.M.  
Saturday, 20th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.

## SHIPPING.

**ARRIVALS.**  
ANTERA, British steamer, 4,560, Frank D. C. Ryan, 13th August—Shanghai 10th Aug.  
HAICHING, British str., 1,267, W. C. Pasmore, 14th August—Fuzhou, Amoy via Swatow 11th August, General—Douglas, Laprak & Co.  
HANON, French str., 630, J. Pannier, 15th Aug.—Haiphong and Hanoi 12th August, General—A. R. Marty.  
JOSHIN MARU, Japanese str., 702, Y. Yamamoto, 14th August—Amoy and Swatow 13th Aug., General—Onaka Shosen Kaisha.  
KIANG PING, Chinese str., 1,222, H. Udden, 15th August—Tientsin 9th August, General—Tung Lee & Co.  
KWANGTUNG, Chinese str., 1,536, E. H. Pratt, 12th August—Shanghai 9th August, General—C. M. S. N. Co.  
KWONGSANG, British str., 1,423, Bochart, 14th August—Shanghai 9th via Swatow 13th August, General—Jardine, Matheson & Co.  
MANCHE, French str., 1,881, Gory, 14th Aug.—from Haiphong, General—Messageries Maritimes.  
PRINZ WALDEMAR, German str., 1,731, Fr. Jaks, 15th August—Yokohama and Kobe 3rd August, General—Melchers & Co.  
RAJAH, German str., 1,275, H. G. Reher, 12th August—Bangkok 5th August, Rice—Butterfield & Swire.  
SIGNAL, German str., 940, J. Loersen, 13th August—Hongkong and Hanoi 12th Aug., General—Johnson & Co.  
SEKOUEN, British str., 1,142, Sidford, 13th August—Wakamatsu 7th August, Coal—C. N. Co.  
THORNDY, Norwegian str., 1,091, Jorgensen, 15th August—Bangkok 6th Aug., Rice—Angled Thorsen & Co.  
TIKINI, Dutch str., 2,826, H. Koops, 14th August—Amoy 13th August, General—Jara-China-Japan Lijn.  
VILLE DE LA CROIX, French str., 3,997, Barillon, 14th August—Saigon 11th Aug., Mails and General—Messageries Maritimes.

**DEPARTURES.**  
13th August.  
BENCOLECH, British str., for Kolsichang.  
CHINA, American str., for San Francisco.  
DAIGO MARU, Japanese str., for Kobe.  
HANGHONG, British str., for Saigon.  
HUTCHOW, British str., for Tientsin.  
IACIA, Italian str., for Singapore.  
KWANTAI, Chinese str., for Canton.  
LOYAL, German str., for Hongkong.  
RUBI, British str., for Manila.  
WAISHING, British str., for Hongkong.  
YATSHING, British str., for Bangkok.  
14th August.  
ANHUI, British str., for Shanghai.  
CHIHUI, British str., for Cebu.  
CHUYEN, Chinese str., for Shanghai.  
DSANG, British str., for Shanghai.  
GLENGGLE, British str., for Amoy.  
HATYUN, British str., for Swatow.  
KIANG PING, Chinese str., for Chinkiang.  
LOONGMOON, German str., for Canton.  
MANSHU MARU, Japanese str., for Amoy.  
MATHILOB, German str., for Haiphong.  
SCANDIA, German str., for Swatow.  
SICAT, German str., for Swatow.  
SZECHUEN, British str., for Canton.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

## THE Steamship

"CATHERINE APCAL,"  
Captain G. E. Hudson, will be despatched for the above Ports on WEDNESDAY, the 17th inst., at Noon.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 15th August, 1910. [934]

FOR NEW YORK.  
(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"ALBENGA,"  
Captain Lorenson, will be despatched to the above Port, on or about the 17th August.  
For Freight apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 26th July, 1910. [862]

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.  
S.S. "BRAEMAR" ... About 26th August.  
FOR BOSTON AND NEW YORK.  
S.S. "LENNON" ... About 3rd Sept.  
For Freight and further information, apply  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 10th August, 1910. [901]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
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to Suez, Levant, Venice, and  
Adriatic Ports.)

THE Company's Steamship

"SILEZIA,"  
Captain Radonich, will be despatched as above  
on SATURDAY, the 27th inst., P.M.  
This Steamer has capital accommodation for  
passengers, electric light, electric fan in all  
cabins, and carries a doctor.

For information as to Passage and Freight  
apply to  
SANDER, WIELER & Co.,  
Agents,  
Princes' Buildings,  
Hongkong, 1st August, 1910. [3]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, HULL & ANTWERP	CARMARTHENSHEIRE	Brit. str.	—	Daniels	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
LONDON, HULL & ANTWERP	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 20th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	SAMBA	Ger. str.	k. w.	Müller	HAMBURG-AMERICA LINE	On 10th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SPERIA	Ger. str.	—	Kass	HAMBURG-AMERICA LINE	On 10th Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POLYNESIAN	Franch.	—	Bruno	MESSAGERIES MARITIMES	To-morrow
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INDIAN	Dan. str.	—	Wm. Thomson	NIPPON YUSEN KAISHA	On 17th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 31st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYAZAKI MARU	Jap. str.	—	T. Mura	NIPPON YUSEN KAISHA	On 14th Sept., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	—	F. v. Binzer	MELCHERS & Co.	On 24th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	SILVIA	Aus. str.	—	E. Radonich	SANDER, WIELER & Co.	On 27th inst., P.M.
NEW YORK	BRAMAR	Brit. str.	k. w.	Lorenson	CARLOWITZ & Co.	About 17th inst.
NEW YORK	ALBENGA	Ital. str.	k. w.	—	—	—
BOSTON & NEW YORK	LENNON	Brit. str.	2 m.	—	—	—
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	H. E. Dowell	DODWELL & Co., Ltd.	To-morrow, at Noon.
VICTORIA, B.C., VANCOUVER, TACOMA, &c.	REDHILL	Brit. str.	—	—	—	On 23rd inst.
VANCOUVER (DIRECT)	REDHILL	Brit. str.	—	—	—	On 27th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	E. Ishikawa	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AWA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 7th Sept., at Noon.
TACOMA VIA KEELUNG & JAPAN	TAMBA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 31st inst., at Noon.
CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c.	KITO MARU	Jap. str.	1 m.	L. Dawson	OSAKA SHOSEN KAISHA	On 31st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 30th Sept., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	F. B. Cope	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
YOKOHAMA AND KOBE	KITANO MARU	Jap. str.	—	D. Lens	MELCHERS & Co.	About 23rd inst.
NAGASAKI, KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
JAPAN	YAWATA MARU	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LIJN	Quick despatch.
TIENSIN	CHONGSHING	Brit. str.	—	V. McCloy	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	VILLE DE LA CROIX	Franch.	—	F. Wheeler	MESSAGERIES MARITIMES	To-day, P.M.
SHANGHAI, MOJI & KOBE	KWONGSANG	Brit. str.	—	Y. Nomura	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	TOGA MARU	Jap. str.	—	S. Harashim	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	ARCADIA	Brit. str.	—	F. B. Cope	P. & O. S. N. Co.	On 18th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	FORWARD	Aus. str.	—	F. B. Cope	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	FORWARD	Brit. str.	—	D. C. Gregor	MELCHERS & Co.	About 24th inst.
SHANGHAI, KOBE & YOKOHAMA	BUELOW	Ger. str.	k. w.	Doinat	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, KOBE & YOKOHAMA	ALBENGA	Ger. str.	k. w.	—	—	On 26th inst.
SHANGHAI, KOBE & YOKOHAMA	TRAQUEBAR	Dan. str.	—	A. Pander	HAMBURG-AMERICA LINE	On 8th Sept.
SHANGHAI, YOKOHAMA & KOBE	TAIYUAN	Dut. str.	—	H. Murayama	MELCHERS & Co.	End of Sept.
ANPING VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	Y. Yamamoto	JAVA-CHINA-JAPAN LIJN	Quick despatch.
AMOY & FOOCHOW	JOHIN MARU	Jap. str.	—	W. C. Pasmore	OSAKA SHOSEN KAISHA	On 17th inst.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	E. Pasmore	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SWATOW, CHEFOO & TIENSIN	HAIMUN	Brit. str.	2 h.	E. Pasmore	OSAKA SHOSEN KAISHA	On 17th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HUICHOW	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAFRAK & Co.	On 17th inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAK & Co.	On 19th inst., at 10 A.M.
MANILA	TEAN	Brit. str.	1 m.	A. W. Oatbridge	BUTTERFIELD & SWIRE	On 23rd inst., at 10 A.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	A. Fraser	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 P.M.
MANILA	YUENANG	Brit. str.	—	P. H. Rolfe	SHERMAN, TOMES & Co.	On 20th inst., at Noon.
MANILA	BUBI	Brit. str.	—	E. Rodger	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.
MANILA	BORNEO	Ger. str.	—	E. Sembl	SHERMAN, TOMES & Co.	On 27th inst., at Noon.
KUDAT & SANDAKAN	BINGO MARU	Jap. str.	—	E. J. G. Parsons	MELCHERS & Co.	End of Aug.
ROMBAT, SINGAPORE & COLOMBO	CATHERINE APCAL	Brit. str.	—	G. F. Hudson	NIPPON YUSEN KAISHA	On 23rd inst.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	DAVID SASSOON & Co., Ltd.	On 17th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TIKINI	Dut. str.	—	H. Koops	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.

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SEATTLE & TACOMA  
VIA  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
REDHILL	3,889	H. E. Dowell	23rd August.
SUVERIC	6,232	F. S. Cowley	27th September.
KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,562	J. Boyd	20th November.

\* Calling at Amoy and Keelung if sufficient inducement offers.  
These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

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Hongkong, 10th August, 1910.

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TONS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND,"	6,000	About 23rd August.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG,"	18,300	Wedday, 24th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW,"	16,900	About 24th Aug.
KUDAT and SANDAKAN	"BORNEO,"	6,050	End of August.

\* Fitted with wireless Telegraphy New System of Telefunken.  
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NORDDEUTSCHER LLOYD,  
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Hongkong, 12th August, 1910.

CANADIAN PACIFIC RAILWAY CO'S  
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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B. From Quebec.
"MONTEAGLE" TUESDAY, 16th Aug.	"EMPERESS OF BRITAIN" Fri., 23rd Sept.
"EMPERESS OF CHINA" SAT., 27th Aug.	"ALLAN LINE" Friday, 14th Oct.
"EMPERESS OF INDIA" SAT., 17th Sept.	"EMPERESS OF IRELAND" Fri., 4th Nov.
"EMPERESS OF JAPAN" SAT., 8th Oct.	
"MONTEAGLE" TUESDAY, 8th Nov.	
"EMPERESS OF CHINA" SAT., 5th Nov.	"EMPERESS OF IRELAND" Fri., 2nd Dec.

"Empress" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500-ton register, thus providing a comfortable and speedy through route to Europe.

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FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"V. DE LA CROIX"	On 15th Aug., P.M.
MAEILLES VIA PORTS	"POLYNESIAN"	On 16th Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 29th Aug., P.M.
MAEILLES VIA PORTS	"AUSTRALIEN"	On 30th Aug., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. THOMAS, AGENT,  
Queen's Building.

Hongkong, 5th August, 1910.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWARTS,"  
Captain B. Bodnar, will leave for the above places on FRIDAY, the 19th inst.  
This Steamer has capital accommodation for passengers. Electric light, electric fan in all cabins, and carries a doctor and a stewardess.  
For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents,  
Princes' Buildings,  
Hongkong, 12th August, 1910. [5]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA,"  
Captain Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 20th August, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MARMOHA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCEANA," due in London on the 2nd October, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 8th August, 1910. [1]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HULL AND ANTWERP.

## THE Steamship

"CARMARTHENSHEIRE,"  
Captain Daniel, will be despatched as above on or about 20th inst.

This Steamer has excellent accommodation for first Class Passengers at Cheap Rates, is fitted with Electric Fans in State Rooms, and carries a Doctor and Stewardess.

For Freight or Passage apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, 9th August, 1910. [924]

## CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

## THE Steamship

"REDHILL,"  
FROM HONGKONG,  
ON TUESDAY, THE 23RD AUGUST,  
FOR VANCOUVER DIRECT.

To be followed by  
SUVERIC ..... 27th Sept.  
KUMERIC ..... 20th Oct.  
AYMERIC ..... 20th Nov.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY Co.,

Hongkong,  
Hongkong, 9th August, 1910. [923]

Cutler, Palmer & Co.'s



SHIPPERS  
Cutler, Palmer & Co., London.

AGENTS



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. S. Borcham	D'light 18th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA Capt. Powell	Noon, 20th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SYRIA Capt. D. C. Gregor, R.N.R.	About 25th Aug.	Freight and Passage.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 15th August, 1910.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA, SWATOW, GHERO and TIENSIN	"HUICHOW"	On 16th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug., 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHEYAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—  
HONGKONG, 15th August, 1910.

BUTTERFIELD & SWIRE,  
AGENTS.  
10

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING" ...	Capt. W. C. Passmore	TUESDAY, 16th Aug., at 10 A.M.
"HAITAN" ...	Capt. J. W. Evans	FRIDAY, 19th Aug., at 10 A.M.
"HAITANG" ...	Capt. A. E. Hodgins	TUESDAY, 23rd Aug., at 10 A.M.

## FOR SWATOW AND RETURN. (Occupying 3 Days).

"HAIMUN" ...	Capt. A. H. Stewart	WED'DAY, 17th Aug., at 10 A.M.
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Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 15th August, 1910.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and ST. PETERSBURG	"INDIEN"	On 16th August.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	End of September.

For Further Particulars apply to  
HONGKONG, 15th August, 1910.

MELOHERS & CO.,  
AGENTS.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Wed'day, 17th Aug., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 19th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 19th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 20th Aug., Noon.
TIENSIN	"CHEONGSHING"	Sunday, 21st Aug., D'light.
MANILA	"YUENSANG"	Friday, 26th Aug., 4 P.M.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafco, Tientsin & Newchwang.

Telephone No. 215, Sui-Erh-4.

For Freight or Passage, apply to  
HONGKONG, 15th August, 1910.

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGER

# NIPPONYUSENKAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU Capt. Wm. Thomson, 9,000 HITACHI MARU Capt. N. Mathison, 7,000 MIYAZAKI MARU Capt. T. Mural, 9,000		WED'DAY, 17th Aug., at Daylight WED'DAY, 31st Aug., at Daylight WED'DAY, 14th Sept., at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. Hiortdahl, 7,000		SATURDAY, 10th Sept., from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Sato, 7,300 AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 13th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 6,000 YAWATA MARU Capt. T. Sekine, 5,000		FRIDAY, 2nd Sept., at Noon. FRIDAY, 30th Sept., at Noon.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. Y. Nomura, 6,000		WED'DAY, 17th August.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope, 9,000		THURSDAY, 18th August, at Noon.
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. S. G. Parsons, 7,000		TUESDAY, 23rd August.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine, 5,000		WED'DAY, 31st Aug., at Noon.

# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd ..	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

— Calling at Saigon.  
Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.  
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 1st August, 1910.

T. KUSUMOTO,  
MANAGER [13-125]



# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO ...	2540	A. Fraser	Manila	On 20th Aug., Noon.
RUBI ...	2540	R. Rodger	Manila	On 27th Aug., Noon.

For Freight or Passage apply to  
HONGKONG, 15th August, 1910.

SHEWAN, TOMES & Co.,  
General Managers. [12]

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.		HOMeward.	
FOR SHANGHAI, KOBE & YOKOHAMA:		FOR HAVRE & HAMBURG:	
S.S. ALESIA ...	26th Aug.	S.S. SLAVONIA ...	20th Aug.
S.S. AMBRIA ...	8th Sept.	FOR MARSEILLES & HAMBURG:	
		S.S. SAXONIA ...	31st Aug.
		FOR HAVRE & HAMBURG:	
		S.S. SPEZIA ...	10th Sept.
		FOR ROTTERDAM, HAMBURG & ANTWERP:	
		S.S. SAMBIA ...	10th Sept.

Further Particulars, apply to—  
HONGKONG, 6th August, 1910.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU ...	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUYO MARU ...	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU ...	11,000 "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	SHANGHAI	Second half of Aug.	JAVA	Second half of Aug.
TJILATJAP	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIPANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJITMAHI	JAVA	Second half of Sept.	JAPAN	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
Yok Buildings, 1st Floor.  
Hongkong, 15th August, 1910.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	TUESDAY, 16th August.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. H. MURAYAMA	WED'DAY, 17th August.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BOJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

7031

T. ARIMA,  
MANAGER

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. Japan Office:—32, WATER STREET, YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

1537

## VESSELS PASSED ANJER.

July 25, British str. *Inani*, from Singapore.  
July 25, British str. *Asama*, from Singapore.  
July 26, British str. *Bedhill*, D'well, May 16, from New York for Manila.  
July 28, Dutch str. *Amboin*, Bann, June 18, from Amsterdam for Batavia.  
July 28, Dutch str. *Malang*, Kunst, June 15, from Rotterdam for Batavia.  
July 28, British str. *Dardanus*, Nicholas, from Liverpool for Batavia.  
July 28, British str. *Ping Suey*, Barber, July 28, from Batavia for Djeddah.  
July 29, British str. *Elloe*, from Port Natal for Batavia.  
July 29, Norwegian barque *Munter*, from Singapore.

## SHIPPING REPORTS.

The French str. *Hanoi* reports: Very fine weather and Southerly wind.  
The British str. *Haiching* reports: Moderate monsoon weather, Southerly swell, showery, fog off Swatow.  
The British str. *Seehuen* reports: Light variable winds, fine clear weather to Tung Yung; from there generally fresh to strong S.W. wind, cloudy overcast weather and heavy showers.

## VESSELS IN DOCK.

August 13th.  
Kowloon Dock.—*Hoangho*, *Gloria*, *Paul Ben*, *H.M.S. Taku*, *San Juan*, *Courier*.  
Tatcoo Dock.—*Union*, *Sinongun*, *Yochow*.



